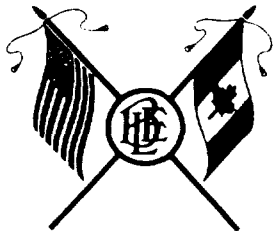


25/1518

C. Schulte



American Train Dispatchers Department

Brotherhood of Locomotive Engineers

AFL-CIO AND TTD — RAIL DIVISION

211 TANNENBAUM WAY

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C. R. Mundy
Vice President

July 17, 2003

FRA-2002-12836-13

OFFICE OF CHIEF COUNSEL

2003 JUL 30 PM 4:07

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Alan L. Polivka
AVP – Comm. & Train Control Technologies
General Manager NAJPTC Project
Transportation Technology Center Inc.
55500 DOT Road, PO Box 11130
Pueblo, CO 81001

Dear Mr. Polivka:

In regard to your request for input of functions, features and capabilities a portable EIC terminal should have, I offer the following comments.

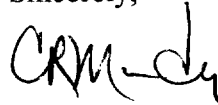
For capabilities, the terminal should have the same capabilities that the EIC now has under the current means of communication (voice). The EIC directs and controls movements within the limits of his authority given to him by the Train Dispatcher. The EIC alone, is accountable for safe operation of all equipment in which he allows into his restricted area, work limits, work zone or whatever term is used for the territory of his responsibility. The method in which the EIC performs this task today is by voice command or directives given either personally or over the radio or telephone. Whatever capability the EIC has now, should not be diminished through the use of a computer terminal. Each and every command or directive given by the EIC may have a significant level of importance in maintaining the safe operation of equipment within the territory under his control, therefore, the priority list of any command specified should be all inclusive and not have any particular rank.

As far as the features and functions are concerned, the features should have some kind of synchronized handshake between the portable terminal of the EIC and the train authorized to enter the territory by the EIC. Without a verifiable electronic acknowledgement between the EIC's terminal and the train's terminal, the System should not allow movement. The conditions or restrictions placed on a train to enter the territory controlled by the EIC must be enforceable by the System. The function is the assurance that the instructions given by the EIC through his terminal cannot be superseded or overridden without the knowledge of the EIC.

Without an enforcement mechanism through the System, the EIC and the roadway workers under his charge are no better off than the current procedures of relying on people simply following the rules for movements within the territory.

Finally, whatever process of control created by the portable EIC terminal should not be burdensome to the Train Dispatcher to perform additional task-load that is currently delegated to the EIC.

Sincerely,

A handwritten signature in black ink, appearing to read 'C.R. Mundy', with a stylized flourish at the end.

C.R. Mundy, VP
ATDD-BLE

cc: PTC Labor Members
G. Cothen, FRA